

I figured I'd post what little I know about threading a barrel for a muzzle brake or compensator. I hope this isn't redundant, I just figured it may help someone.

For a long time during the "Clinton Assault Weapons Ban" it was illegal to have a threaded muzzle except on pre-ban rifles. Now that the ban is history most people can legally have threaded barrels (check your local and state laws).

There are three sizes of threads used among AKs that I know of. 14mm, 22mm and 24mm. I've never seen a 22mm threaded barrel or brake so I have to assume they are more rare. The **14mm uses left hand threads**, but the **24mm uses right hand threads**. I'm not sure about the 22mm.

Most muzzle brakes out there were designed for the older style AK-47 threaded barrel. Therefore the most common thread size is [14mm X 1 Left Hand](#). In order to thread your barrel to 14mm to accomodate these brakes your barrel must be about [0.58" O.D.](#) This diameter barrel is common among military AKs and SKSs. Muzzle diameters vary among manufacturers, especially with commercial AKs. But most of the military AKs will have the correct barrel O.D. to be threaded to 14mm.

The current military issue brakes on the AK-74s are threaded to 24mm. Here are two pictures comparing a 14mm AK-47 brake to a 24mm AK-74 brake.

Top is 14mm AK-47, bottom is 24mm AK-74.



Left is 24mm AK-74 brake, right is 14mm AK-47 brake.



Some of the Romanian rifles had their muzzles turned down so that they couldn't be threaded. I had a 2002 SAR-1 that had the correct barrel diameter. I think a little later they started turning them smaller. I don't know how they do it now that the ban expired.

If you want to use the larger 24mm AK-74 style brakes, you have two choices. You can thread your barrel to 14mm LH and get an adaptor to allow the use of the 24mm brake, or you can buy the

whole front sight block/threaded sleeve combo.

The adaptor is available here... www.ak-103.com and looks like this.



The whole front sight block/threaded sleeve combo is at www.k-var.com and looks like this.



Another issue is plunger pins. The plunger pin is spring loaded and sticks out of the front sight block. It's job is to catch the brake in the groove and ensure that it can't unscrew and fall off. Plunger pins and springs are available at www.k-var.com . In order to install one you must remove the front pin that holds the front sight block on, insert the spring and plunger pin into the hole, and then reinsert the front sight block pin. A commercial AK such as a Saiga, Vepr etc. probably won't have the plunger pin hole. Here's what I'm talking about.



Finally, don't be afraid to thread your barrel. It's very easy. I had

never done it before, but I rented a kit and had it done within five minutes without a hitch. Here's what you'll need...

- 1. Threaded Bore Pilot (TAT)**
- 2. Threading Die**
- 3. Die Handle**

... and everything can be found here.

<http://www.preciseinnovationsllc.com/threadingkits.htm> or you can rent one from someone online. There used to be a guy called WJM at ak-47.net who was renting one out for \$15.00. He may still be around.

Good luck on your project 🙏